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Installation Guide for 1994-2003 S10 2WD



Hardware and Parts List

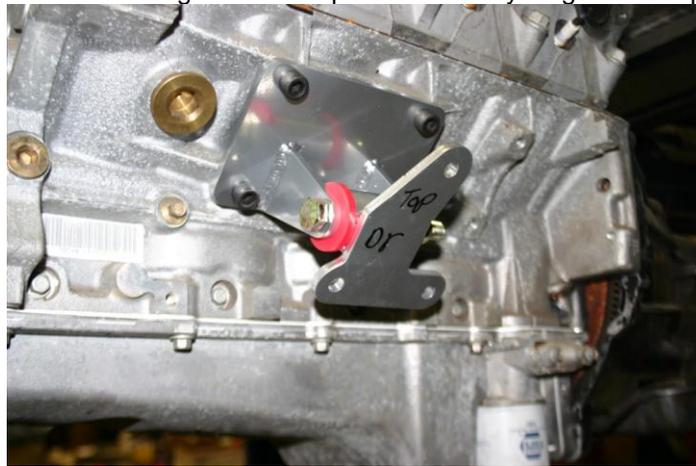
All motor & transmission mounts come with a lifetime warranty.

Quantity	Item:
2	Frame Brackets
2	Motor Mounts
1	Transmission Crossmember
1	Transmission Crossmember Bracket
1	Polyurethane Transmission Mount
4	3/8"-16 x 1" Transmission Crossmember to Frame Bolts
2	3/8"-16 x 2 1/2" Transmission Crossmember to Frame Bolts
6	3/8" Flat Washers
6	3/8"-16 Nylon Lock Nuts
1	7/16"-13 x 1" Transmission Mount Bolt
1	7/16" Flat Washer
2	1/2"-13 x 4" Motor Mount to Frame Bracket Bolts
2	1/2"-13 Nylon Lock Nuts
8	10mm-1.5 x 25mm (Allen Head) Engine Mount to Block Bolts

Installation Notes

- This kit uses our LH8 oil pan.
- The body seam lip in transmission tunnel might need to be bent to clear the transmission.
- The engine and transmission can be installed together, but you will need to un-bolt the body bushings and lift the body off the frame slightly.
- Stock low mount a/c compressor will not work without modifications.
- Must us high mount accessories, cannot be used with F-Body or GTO accessory systems.
- Oil pan hangs below the crossmember approximately $\frac{3}{4}$ ".

Step 1: Locate the motor mounts and loosely bolt them to the engine using the supplied 10mm allen head bolts, now loosely bolt the Driver's Side (LEFT) and Passenger's Side (RIGHT) frame brackets to the engine mounts using the supplied $\frac{1}{2}$ "-13 x 4" long bolts and nylon lock nuts. (The bolts will be tightened after the engine is set in place and everything is lined-up)



(Detailed view of driver's side motor mount and frame bracket on engine)



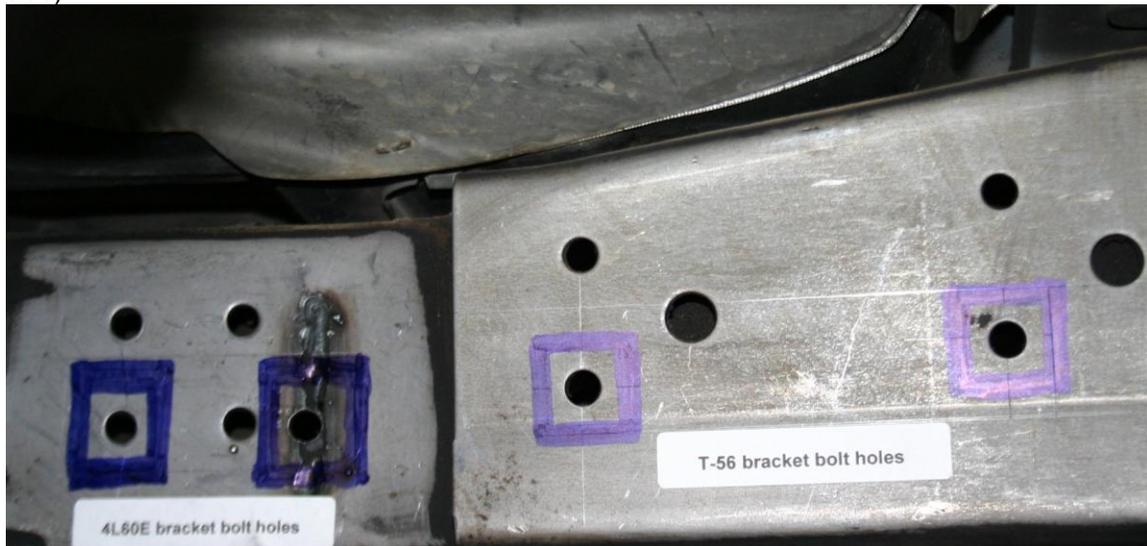
(Detailed view of passenger's side motor mount and frame bracket on engine)

Step 2: Lower the engine into the chassis and align the frame bracket to frame bolt holes and loosely install the original 10mm (13mm head) bolts.



Step 3: Install the transmission in the vehicle. Check for any clearance issues, you should have a minimum of 1/4" clearance between the transmission and floor boards/transmission tunnel.

Step 4: Lift the rear of the transmission using a floor jack. Install the polyurethane transmission mount on the transmission (make sure that you install the provided plate between the mount and the transmission, this preloads the polyurethane mount) using the factory transmission mount bolts. Slide the transmission crossmember into the chassis and bolt the mount loosely to the crossmember using the 7/16"-13 x 1" bolt and the 7/16" flat washer. Loosely bolt the crossmember brackets to the passenger side of the frame using the appropriate holes (see the picture below) using the 3/8"-16 x 1" bolts, flat washers and nylon lock nuts. If you are installing a 4L60E transmission you will need to drill the rear hole through the bracket and frame once you have bolted it to the frame with the front bolt using a 25/64" drill bit. Loosely install the crossmember & brackets to the frame (3/8"-16 x 1" bolts, flat washers and nylon lock nuts on the passenger side, use the 3/8"-16 x 2 1/2" bolts, flat washers and nylon lock nuts on the driver's side).





T-56 mounting bracket



4L60E mounting bracket



Driver's side crossmember to frame mounting

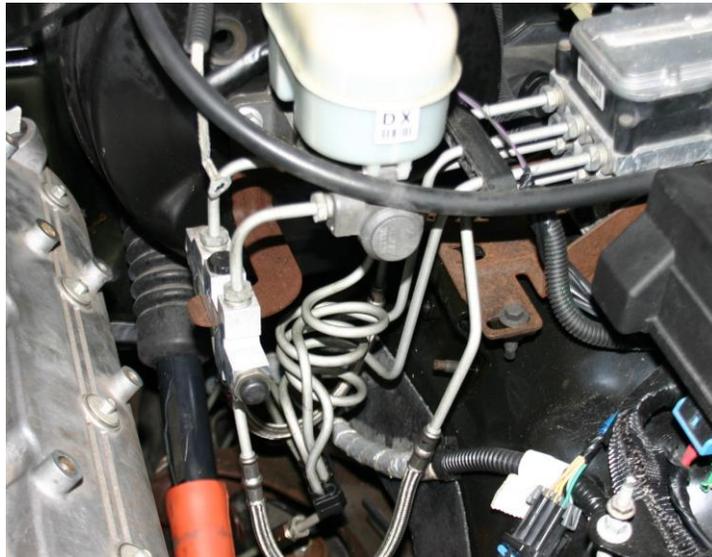


Transmission, crossmember & mount installed

Step 5: Once you have checked to make sure that everything is installed correctly and lined up go back and tighten the engine mount to block bolts, engine mount to frame bracket bolts, frame bracket to frame bolts, transmission mount to transmission bolts, transmission mount to crossmember bolts and transmission crossmember to frame bolts.

Special Instructions for long-tube header installation:

Our headers are design specifically to be used with our conversion kit. Before you begin there are few things that need to be modified. On the passenger side you will have to flatten the body seam. On the driver's side the proportioning valve will need to be relocated below the master cylinder.



(Original proportioning valve location)

The first step in relocating your proportioning valve is to remove the fluid from the master cylinder and remove the lines that connect the master cylinder to the proportioning valve. Remove the bracket from the mounting bracket from the proportioning valve. Bend the lines into a u-shape. Reconnect the lines and install the proportioning valve.



(Proportioning valve location after modifications)

You will need to bend the ends of the lines that run from the proportioning valve to the ABS control 90 (might be a little bit more, bend it according to what your application needs) degrees on the proportioning valve end, be careful not kink the lines while bending them. After you have connected all of the lines, bleed the brakes according to manufacturer's directions and make sure that you do not have any leaks.



Road test your vehicle to familiarize yourself with it's new handling characteristics. BRP cannot supervise your installation of these parts and systems cannot be held responsible more than the cost of the kit and/or parts. The vehicle should be operated normally. Contact BRP if you need anything or if we can be of assistance. (Check the BRP web site for additional help).

Thank you for purchasing a Muscle Rod conversion kit proudly made in the USA.